55-1520-237-PMS-1

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TECHNICAL MANUAL

PREVENTIVE MAINTENANCE SERVICES

10 HOUR/5 DAY INSPECTION CHECKLIST

UH-60A HELICOPTER

This copy is a reprint which includes current pages from Changes 1 through 24

HEADQUARTERS
DEPARTMENT OF THE ARMY

29 DECEMBER 1978

AREA NO. 1	AREA NO. 2	AREA NO. 3	AREA NO. 4	AREA NO. 5	AREA NO. 6
[redacted]	[redacted]	[redacted]	[redacted]	[redacted]	[redacted]

D 101.11:

This manual is published for the use of all concerned.

By Order of the Secretary of the Army:

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General, United States Army
Chief of Staff

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The Adjutant General

DISTRIBUTION:
To be distributed in accordance with DA Form 12-31 PM requirements for UH-60A aircraft.

GENERAL INFORMATION AND SCOPE

1. Inspection Requirements. This manual contains complete requirements for 10 hour/14 day inspection for UH-60A helicopter. It does not have instructions for repair, adjustment, or other means of correcting conditions, nor does it have troubleshooting instructions, to find causes for malfunctioning. Specific tolerances, limits, etc., can be found in the proper maintenance manuals. Use of the Maintenance Task Matrix or Table of Contents in the proper manuals will aid in finding the required information.

2. Scope. The inspection prescribed by this manual will be done at specified periods by aviation unit maintenance activities.

3. Definition. A 10 hour/14 day inspection is done every 10 flight hours or every 14 days, whichever comes first.

A 10 hour/14 day inspection is done every 10 flight hours or 14 days, whichever comes first. The 10 flight hour inspection interval may be extended, if necessary, to complete the day's mission. This means the inspection need not interrupt the mission on the day the 10-hour inspection becomes due. After such extension, the 10 hour/14 day inspection must be completed before starting the next day's flight. The 14-day interval is a full two weeks. That is, if a 14-day inspection is done on a Tuesday, the next 14-day inspection will not be due until Tuesday two weeks later. Helicopters that are down for Not Mission Capability Due To Supply (NMCS) and/or Not Mission Capability Due To Maintenance (NMCM) are deferred from the 10 hour/14 day inspection until the helicopter is returned to flyable status. When the NMCS and/or NMCM condition is cleared from the helicopter that has been deferred, a 10 hour/14 day inspection must be done before first flight. It is the Maintenance Officer's responsibility to determine those inspections necessary during NMCS and/or NMCM to preserve the helicopter. Maintenance situations and climates vary too much to permit a definition of an adequate inspection of helicopters in NMCS and/or NMCM status.

4. General Information. a. The inspection requirements herein establish when certain equipment is to be inspected and what conditions are desired. The requirements must be followed, in order to make sure that damage is discovered and corrected before malfunctioning or serious trouble results.

In order to arrange inspection requirements as nearly as possible according to the manner in which work will be done, the requirements in each area are divided into groups under area headings (Figure 1). An area title indicates a specific helicopter location which may include several systems or groups of related components within this given area. Refer to Army Regulations and Operator's Manual for personnel requirements and procedures for ground run and flight checking the helicopter.

b. The inspection intervals given are the maximum and you should not go beyond them. When unusual local conditions such as environmental conditions, utilization, type of mission, experience of flight and maintenance personnel, periods of inactivity, etc., dictate, it is the prerogative and responsibility of the Maintenance Officer to increase the scope and/or frequency of maintenance or inspections as necessary for safe operation.

c. This manual is for all UH-60A helicopters and may therefore contain inspection requirements for specific equipment not installed on individual helicopters. When this situation is met, those requirements that are not applicable should be disregarded.

d. DA Form 2408-13 (Aircraft Inspection and Maintenance Record) will be used to record all deficiencies or shortcomings discovered during the 10 hour/14 day inspection.

e. A 1-inch space following each area of inspection is provided to allow insertion of special inspection items resulting from TBs, MWOs, etc., and local command inspection items.

f. REQUESTS FOR ENGINEERING AUTHORIZATION. All requests for engineering authorization, when required by this manual, will be forwarded to Commander, US Army Aviation Systems Command, ATTN: AMSAV-ME, 4300 Goodfellow Boulevard, St. Louis, Missouri 63120-1798. Urgent requests shall be clearly identified to insure priority handling and response. The requests shall include detailed information on the problem, e.g., sketches, photographs, dimensional data, etc., to assist in the evaluation and prompt reply.

g. REPORTING ERRORS AND RECOMMENDING IMPROVEMENTS. You can help improve this manual. If you find any mistake or if you know of a way to improve the procedures, please let us know. Mail your letter, DA Form 2028 (Recommended Changes to Publications and Blank Forms), or DA Form 2028-2 located in the back of TM 55-1520-237-23-2, direct to Commander, US Army Aviation Systems Command, ATTN: AMSAV-MPSD, 4300 Goodfellow Boulevard, St. Louis, Missouri 63120-1798. A reply will be furnished to you.

5. Inspection Areas. Inspection areas will be as shown in Figure 1.

6. The UH-60A helicopters have wires that are Kapton-insulated. The outer jacket of this type wire is dark yellow and provides a surface for wire identification. Under the dark-yellow jacket is the copper-colored Kapton insulation. Beneath the insulation is the silver-coated electrical wire. If the outer jacket wears or peels, the copper-colored insulation may become visible. Exposure of copper-colored insulation is not a failure. Wire repair/replacement is required only if the insulation is damaged and/or the electrical wire is exposed.

AREA NO. 1: Cockpit Section	**All surfaces, material, components, and equipment inside and outside of the cockpit and electronics compartment, and extending aft to manufacturing break point at fuselage STA 247.**
AREA NO. 2: Fuselage Cabin Section	**All surfaces, material, components, and equipment inside and outside of the fuselage, from STA 247 to STA 379 (includes but not limited to main landing gear).**
AREA NO. 3: Fuselage Transition Section	**All surfaces, material, components, and equipment inside and outside of the fuselage, from STA 379 to 485.**
AREA NO. 4: Fuselage Aft Section	**All surfaces, material, components, and equipment inside and outside of the fuselage, from STA 485 to 648.**
AREA NO. 5: Tail Pylon Section	**All surfaces, material, components, and equipment inside and outside aft of STA 648 (includes but not limited to horizontal stabilator, tail rotor and blades, tail gear box, intermediate gear box and tail landing gear).**
AREA NO. 6: Main Rotor Pylon	**All surfaces, material, components, and equipment inside and outside, above cabin section (includes but not limited to main transmission, main rotor head, main rotor blades, and engines).**

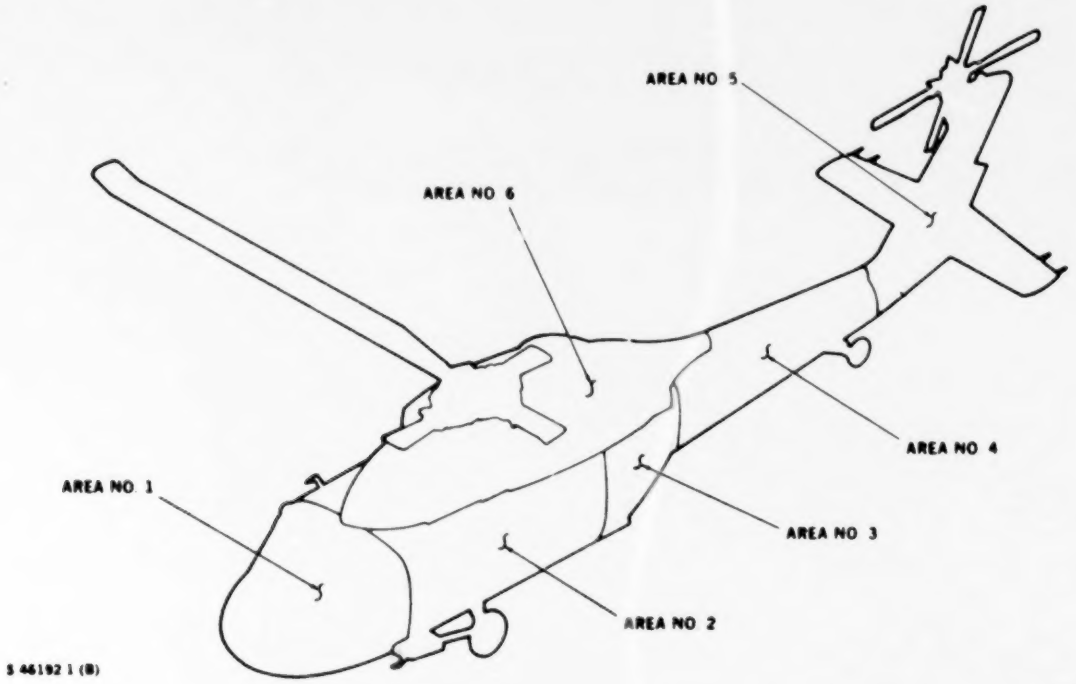

Figure 1. Area Diagram (Sheet 1 of 2)

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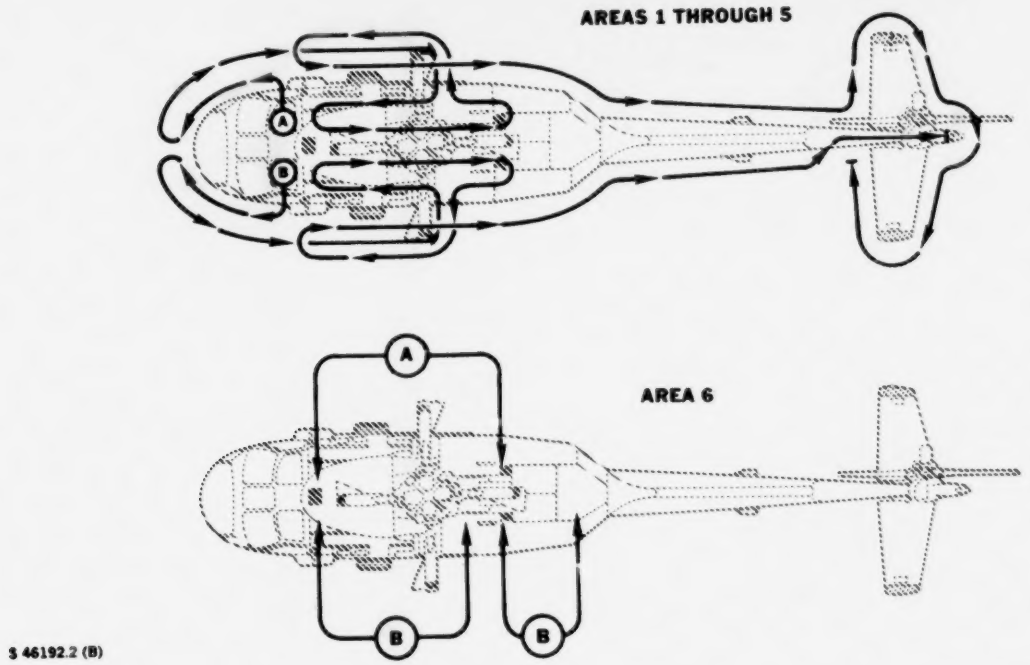

Figure 1. Area Diagram (Sheet 2 of 2)

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	NOTE • A 10 hour/14 day inspection is normally done by two Tactical Transport Helicopter Repairers, MOS 67T. The two MOS 67Ts are called A and B. Each inspection item is to be done by either mechanic A or mechanic B as called out opposite the inspection procedure. Where both A and B are called for in the same procedure, A should do the inspection on the right side of the helicopter and B should do it on the left side. If only one MOS 67T is available, he can do all 10 hour/14 day inspections. • Before starting this inspection, review aircraft forms and records for discrepancies (TM 38-750). • Review lubrication requirements in TM 55-1520-237-23-4.			

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	COCKPIT SECTION			
1.1	Open cockpit doors. Observe entire cockpit interior for general cleanness and for evidence of oil leakage from ceiling. Check structure for cracks. Check jettison mechanism for security. Inspect windshield panels for scratches or cracks.	0.01	A	B
1.2	Check pilot's and copilot's seat and shoulder harness for condition and date of installation stencil (TM 55-1500-204-25/1). Check inertia reel for proper operation.	0.01	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
1.3	Inspect right and left side of instrument panel, upper console, lower console, and circuit breaker panels. All fasteners must be secure. All lettering on switches and circuit breakers should be readable. Check FAT gauge and standby compass for security and general condition. Check components and controls for general condition. Inspect engine control quadrant for general condition. Check that No. 1 and No. 2 ENG POWER CONTROL and No. 1 and No. 2 ENG FUEL SYS levers are shut off and that # 1 and # 2 ENG EMER OFF T-handles are fully forward.	0.01	A	B

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
1.4	Inspect pilot's and copilot's collective and cyclic sticks for general condition. Check boots at base of sticks for loose fit, cracks, splitting, or damage. Make sure that there are no openings through which foreign objects may enter flight control linkage area below. Inspect both grips for cracks, loose switches, and check that all lettering is readable. Inspect pilot's and copilot's yaw control pedals for dirt or mud accumulation. Check boots at base of pedals for loose fit, cracks, splitting, or damage. Make sure that there are no openings through which foreign objects may enter flight control linkage area below. Open boots and check master brake cylinders for obvious leakage. Close boots. Exit cockpit and close doors.	0.01	A	B

FOD REMINDER

Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
1.5	Open nose door. In avionics compartment and avionics compartment door, inspect avionics components, electrical connectors, and wiring for excessive wear, security and obvious damage. Check nose door for damage and seal for cleanness and any deterioration. Close door and check for positive latching. Secure both latches.	0.02	A	
1.6	DELETE			
1.7	Inspect cockpit skin for corrosion, dents, cracks, and missing rivets. Under cockpit inspect antennas (radar altimeter, and UHF-FM No. 2/ UHF-AM/ADF sense antennas) for cracks, dents, cleanness, and missing attachment hardware. Also look for burn marks (evidence of lightning strikes). Inspect controllable spotlight and landing light for lens damage. Check that lights are stowed properly.	0.02	A	
	CABIN SECTION			
2.1	Open troop/cargo doors. Check jettison mechanism for damage and proper position. Inspect upper and lower tracks for presence of eight wear strips each. Visually check for wear and damage. If wear seems too much, check per TM 55-1520-237-23-5 and 23-10. Inspect cabin interior for cleanness. Inspect soundproofing for security and cracks. Make sure all flyaway equipment is secured.	0.02	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
2.2	Open and close gunners' windows. Check for smooth operation and secure closure. If gun mounts and ammo boxes are installed, inspect for security, damage, and proper stowage. Check gunners' ICS cords and controls for damage.	0.01	A	B
2.3	Inspect troop and gunners' seats for cleanness. Check floor and ceiling attachment points for security. Check seat belts for condition and date of installation stencil (TM 55-1500-204-25/1).	0.02	A	B
2.4	Check cabin floor for damage, such as buckling, corrosion, dents, cracks, or missing screws.	0.02	A	B
2.5	Unfasten and hinge down soundproofing panels from cabin ceiling. Check panel hinges, fasteners for damage and missing fasteners. Inspect left and right junction boxes and relay panels for obvious electrical arcing. Pay special attention to condition of current limiters (slow-blow fuses). Install soundproofing. **NOTE** Cargo hook is reached from inside cabin through cargo hook door in cabin floor.	0.03	A	B
2.6	If cargo hook is installed, inspect support structure for damage, corrosion, and cracks. Manually apply a load to load beam and check manual release. Return load beam to closed position. Check for positive latching. Check to see that hook is free to pivot from side to side. Check electrical connectors for security and damage. Install access panel.	0.01	A	

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
2.7	Open gust lock access cover. Check cover hinge and fasteners for damage and security. At rear of main transmission sump, check bypass indicator button on filter. A protruding indicator button indicates need for filter change. Check area for visible signs of transmission oil or hydraulic fluid leakage. Close cover.	0.01	A	
2.7.1	Open accumulator gage access cover. Check cover hinge and fasteners for damage and security. Check APU accumulator for proper precharge (TM 55-1520-237-23-4). Close cover.	0.01		
2.8	Inspect battery. Check electrical connector, case mounting clamps, and cover for damage and security. Check vent lines for damage and obstruction.	0.01		B
2.9	Check emergency axe on step into cockpit for secure mounting. Check three first aid kits for security and proper installation of lead seals (TM 55-1500-328-25). Make sure two portable fire extinguishers are securely mounted and that serviceability tags are current (DD Form 1574). Check that lead seals are properly installed (TM 55-1500-204-25/1). Exit cabin and close and secure doors.	0.01		B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
2.10	Inspect main landing gear lower shock struts for visible leakage, dirt, corrosion, and obvious underinflation. Check upper shock strut for inflation. White line painted on strut should be next to green or white areas painted next to window on main landing gear shock strut fairing. Service both upper and lower struts if white line is next to red area. Examine drag beams for cracks and corrosion. Check ground wire on left side for security and contact with ground. Check drag beam switch on left side for security and damage. Check drain line for obstruction. Check brakes for wear. With parking brake engaged, press in wear pin. If pin goes full in, flush with top of wear pin nut, wear pads (brake linings) and/or rotating disk must be replaced. Check brake and visible brake lines for damage or leaks.	0.02	A	B

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
2.11	Inspect wheels for missing or damaged hardware, paying particular attention to bolts and nuts attaching wheel halves. Inspect main wheel tires for wear, cuts, cracks, and proper pressure (130 - 140 psi) TM 55-2620-200-24. Remove tire when tread is worn to bottom of any tread groove for a continuous length of 12 inches, or when wear has reached first fabric ply past bottom of tread groove, whichever occurs first. Remove tire if sidewall cut is deeper than limits embossed on sidewall of tire. Install landing gear fairing.	0.01	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
2.12	Examine cabin skin for corrosion, cracks, dents, and missing rivets. Check drain holes for obstruction. Check that external ICS connector covers are in place. Check external power receptacle for burned pins (right side only). Check cover for secure closure. Inspect antennas under cabin for cracks, dents, missing hardware, and cleanness. Check for burn marks (evidence of lighting strikes).	0.02	A	B

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
	TRANSITION SECTION			
3.1	Check that red fire extinguisher thermal discharge indicator on right side is in place. If it is missing, it indicates that one or both fire extinguisher bottles have discharged overboard. Inspect external air start connector on left side for security. Check flapper valve for free movement. Check access cover for secure closure. Inspect transition section skin for corrosion, cracks, dents, or missing rivets. Underneath helicopter, inspect drain line and vent line exit ports for obstruction. Using fuel sampling pump stowed in left gravity refuel access door, draw about 1 pint of fuel from both tanks and check for water and contamination.	0.05	A	B
3.2	Visually inspect exterior of sump drain access panel and surrounding area for signs of fuel leakage. No leakage is allowed. Open sump drain access panel and inspect for fuel seepage (TM 55-1520-237-23-6).			

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	FUSELAGE AFT SECTION (TAIL CONE)			
4.1	Inspect tail landing gear yoke, fork, lockpin, actuator, and wheel for cleanness and damage. Inspect tire for wear, cuts, cracks, and proper pressure (90 - 95 psi) TM 55-2620-200-24. Remove tire when tread is worn to bottom of groove at any one spot. Remove tire if sidewall cut is deeper than 3/32 inch. Remove lower fairing cover. Inspect shock strut for visible leakage, dirt, corrosion, and obvious strut underinflation. Install lower fairing cover.	0.03	A	
4.2	Open drive shaft covers. Check tail cone drive shaft sections and flexible couplings for obvious damage. Inspect viscous damped bearing tube assemblies for evidence of fluid leakage. Inspect supports for cracks and distortion. Examine tail drive shaft covers for damage and missing fasteners. Close covers.	0.01		B
	NOTE • Movement of viscous damped bearing tube assembly (encasing bearing) is not cause for replacement. Leakage of fluid from tube is cause for replacement.			
4.2.1	Inspect viscous damped bearing assembly for large amount of grease seepage. If a large amount of grease has seeped out, disconnect the driveshaft and rotate the bearing by hand. If the bearing rotates smoothly, reconnect the driveshaft. If the bearing feels rough, ratchets, or is discolored, replace the bearing. Visually inspect the bearing for melted grease. If any melted grease is found, replace the bearing. **NOTE** A small amount of grease may seep from the bearing seals. This is not cause for replacement.			

FOD REMINDER

Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
4.3	**Inspect tail cone skin for corrosion, dents, cracks, and missing rivets. Check drain hole for obstruction. Inspect tail cone anti-collision light for security. Check lens for cracks, breakage, and cleanness. Inspect VOR/LOC antennas for general condition.**	0.02	A	B

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B

FOD REMINDER

Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
	TAIL PYLON			
	CAUTION			
	Stabilator is a NO STEP area. Use pylon steps for access.			
5.1	Remove intermediate gear box fairing. Inspect intermediate gear box and mounting area for damage and security. Check gear box seals for oil leakage. Check oil level through sight gage. Check chip detector electrical connector for security. Check lower pylon drive shaft flange and flexible coupling for damage and security. Install fairing.	0.01	A	
5.2	Inspect stabilator for cracks, corrosion, dents, and missing rivets. Check stabilator and actuator attachment points by pulling up and pushing down trailing edge. Trailing edge play shall not be greater than 3/16 inch. Play in each actuator shall not be greater than 0.025 inch. Check limit switch attachment for security. Inspect static discharge wicks for security and general condition.	0.01	A	
	NOTE			
	If trailing edge play is greater than 3/16 inch, and each actuator's play is less than 0.025 inch, check stabilator and actuator attachment fittings for wear.			
5.3	Examine pylon, for cracks, corrosion, dents, and missing rivets. Check VHF-FM No. 1 antenna (pylon drive shaft cover), troop commander's antenna (pylon trailing edge) and radar detector antennas for cracks, dents, burn marks (evidence of lightning strikes) and missing fasteners.	0.01	A	
5.4	Inspect tail rotor blades for damage, leading edge erosion, and cleanness. Check boots for security and damage. Inspect tail rotor pivot retainer (TM 55-1520-237-23-7). Inspect retention plates for cracks and security. Check pitch change links and pitch change beam for damage and security. Inspect anticollision light and position light for security and cracked, broken, or dirty lenses.	0.02		B

FOD REMINDER

Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
5.5	Remove front half of tail gear box fairing. Inspect tail gear box and servo for security and oil leakage from seals. Check gear box mounting pads for damage. Check gear box sight gage for clarity and oil level for proper level while lightly shaking pylon. Check servo and chip detector electrical connectors for security. Inspect hydraulic lines and connectors for leakage.	0.01		B
5.5.1	If tail rotor slipring environmental shield, wire harness, and connectors are installed, check them for damage and security. Check drain holes in rotor and stator for blockage. Check brushes for wear (TM 55-1520-237-23-9).			
5.6	Inspect spring cylinders, control rod, and quadrant for damage and security. Inspect pulleys for damage; check that cable guards are installed. Check cables for wear, fraying, corrosion, and loose or missing areas in plastic coating.	0.01		B
5.7	Check pylon drive shaft upper flange and flexible coupling for damage and security. Install fairing.	0.01		B
	MAIN ROTOR PYLON			
6.1	Open engine work platforms and main rotor pylon sliding cover. Inspect main rotor pylon sliding cover for cracks and distortion. Check screen for obstructions.	0.02	A	B
6.2	Remove covers and inspect pitot-static tube openings for any obstructions, such as dirt or insects. Some discoloration is normal, due to pitot heater. Install pitot-static tube covers.	0.01	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.3	Examine all flight control rods, bellcranks, mixing unit components, and supports for cracks, wear, distortion, and security of attachment. Inspect heater ducting for cracks and damage. Check ventilation blower and heater mixing unit for damage. Check air lines to mixing unit for security and cracks. Check inlet screen for blockage.	0.02	A	B

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.4	Inspect three primary servos, yaw and collective boost servos, pitch trim assembly, and roll assembly for damage, security of mounting, and evidence of leakage. Inspect both ends of collective and yaw boost servos for leakage and/or cracks at cylinder ends, and cracks on power piston shafts. Inspect yaw boost SAS actuator, pitch trim SAS actuator, and roll assembly SAS actuator for damage, security, and evidence of leakage.	0.02	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.5	Inspect three hydraulic pump modules for evidence of leakage, and pump module reservoir for proper servicing. Check that filter buttons are not extended. If button is popped, replace filter. Inspect No. 1 and No. 2 transfer modules for evidence of leakage. Check pressure reducer valve indicator button on pilot-assist module for extension. If button is popped out, replace module. Examine main generator for secure mounting and electrical connections, damage, and evidence of oil leakage.	0.02	A	B
6.5.1	Inspect accessory module for oil seepage, paying particular attention to area around main generator.			
6.6	Inspect accessory module chip detector electrical connectors, N_r speed sensor electrical connector, and low oil pressure sensor electrical connector for security.	0.01	A	B
6.7	Inspect main rotor hub for cracks and obvious damage. Inspect spindle for damage and security. Check inner race for movement. Inner race should be 0.00 - 0.15 inch inboard of bonded liner edge, and white stripe between inner race and spindle is unbroken. No sign of movement allowed. Check droop stop ring nut for looseness, by hand. If loose, tighten by using a standard spanner wrench and a torque wrench. Torque droop stop ring nut to 570 - 630 inch-pounds. Lift main rotor blade from droop stop cam before torquing nut. Check droop stop support and sleeve bearing (inner race) for cracks. Check spindle blade attachment lugs, horn, damper attachment lugs, and elastomeric bearing end plates for cracks. Using a mirror and flashlight, visually check white slippage stripe on spindle retaining rod and nut. Visually inspect elastomeric bearings for too much	0.10	A	B

FOD REMINDER

Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
	wear, laminate separations, and cracks in shims. Both inner and outer surface of spherical (blade retention) bearing and outer surface of thrust bearing must be inspected using a flashlight and mirror. Outer bearing surfaces are checked through holes in hub arms. Check bearings per TM 55-1520-237-23-7. If inner race displacement occurs, flight may be continued up to 10 hours after confirmation of a slipped inner race under the following conditions only: 1. The inner race has not disengaged from the outer race. 2. The inner race has not moved beyond the inboard contact face of the Teflon sleeve or broken the inboard tie wrap. 3. The flight is a ferry flight to a site capable of removing/replacing the Spindle Assembly. 4. The continuance of flight is allowed to enable the aircraft to return to a site where repairs may be completed.			
6.8	Inspect bifilar for cracks, visible damage, wear, and security. Wipe bifilar washers, pins, and bushings clean of lubricant. Visually inspect tapered bifilar washers for wear and damage. If wear seems too much, check per TM 55-1520-237-23-7. Check pins, bushings, and washers for cleanness.	0.01	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.9	Check main rotor blade expandable pins for security; each pin handle firmly in place over lower nut. From engine work platform, check upper main rotor blade surfaces for evidence of loose abrasion strips on leading edge, torn or damaged skin, and any other visible damage. Test main rotor blade pressure indicators (TM 55-1520-237-23-7).	0.02	A	B
6.9.1	Visually inspect top and bottom surface of tip cap for cracks. Pay particular attention to bend radius at attaching point and to area 2 inches outboard of screwholes.			

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.10	Inspect damper for damage and security. Check damper bearings for too much wear, teflon disbond. Shake damper to feel bearing play. If wear seems too much, check per TM 55-1520-237-23-7. If installed, check damper boots for tears and wear. Check for evidence of hydraulic fluid leakage. Check damper indicator for proper fluid level (gold band visible).	0.02	A	B
6.11	Inspect pitch control rods for damage and security. Check bearings for too much wear. Check rod ends for metal-to-metal contact. Shake control rod to feel bearing play. If wear seems too much, check per TM 55-1520-237-23-7.	0.01	A	B

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.12	Inspect swashplate and scissors assemblies for cracks, dents, distortion, corrosion, and security. Inspect inside and outside diameter of swashplate uniball for cleanness.	0.02	A	B
6.12.1	Check droop stop for damage and security. Check anti-flap assembly for damage, security and freedom of operation. Visually inspect droop stop support for cracks at upper and lower puller grooves.			
6.13	Open oil cooler access doors. Inspect area for loose or missing fasteners, particularly at the door hinges. Inspect main transmission mounting legs for cracks and physical damage. Check engine input seal area for oil leaks. Check main transmission oil dipstick for proper oil level.	0.02	A	B
6.13.1	DELETED			
6.14	Inspect fuel selector valves for security and leakage. Inspect gust lock for damage, wear, and security. Inspect oil cooler inlet and outlet lines for leakage and chafing, blower and duct for obstructions, support structure for cracks (pay particular attention to bulkhead attachment flanged brazed area), and drive shaft and flexible coupling for damage and security. Inspect drive shaft bearing supports for cracks and security. Inspect viscous damped bearings for leaks and air bubbles in damper tubes. Check for temperature discoloration in area of bearing. Inspect IFF antenna for evidence of	0.04	A	

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MCS 67T A	MCS 67T B	Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	doors for condition and security. Close and latch doors. **NOTE** Movement of viscous damped bearing tube assembly (encasing bearings) is not cause for replacement. Leakage of fluid from tube is cause for replacement.								
6-14.1	Inspect dowel pins for signs of axial or rotational play on main gearboxes with slippage strip. For other main gearboxes, visually inspect sealant covering dowel pins for signs of axial or rotational play.								

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T	
			A	B
6.15	Open APU access doors. Inspect area for loose or missing fasteners, particularly at the door hinges and center beam. Inspect APU ac generator for security of mounting, electrical connections for security, and dirt or excessive oil accumulation. About 2.0 cc of oil per hour is the allowable static leakage from generator or start motor seals. Check generator air inlet and exhaust area for foreign object accumulation. Also, inspect generator casing for cracks.	0.01		B
6.16	Check APU exhaust for security and damage. Inspect accessory drive and reduction drive mating surfaces for oil leaks. If oil leaks in this area cause puddling, replace APU. Check fuel lines and fuel control enclosure for fuel leaks. Check lines for cracks and kinks. Inspect wiring harness for fraying and chafing and connectors for damage, corrosion, and security.	0.01		B
6.17	Inspect combustor housing for obvious cracks, tears, bulges, dents, and for deep dark blue discoloration, indicating too much heat. Check APU air inlet screen for debris. Check sight gage for proper oil level.	0.01		B
6.18	Inspect engine/APU fire extinguisher containers for proper pressure reading on gages versus temperature. Check lines for cracks and security. Check APU access door hinges and latches for condition and security. Close and secure APU access doors.	0.01		B
6.19	Inspect T700-GE-700 turbine engines as follows: -Inspect oil level. -Inspect oil tank cap for proper installation (cap release is down and locked). -Inspect electrical cables for chafing, and for broken, or missing brackets or clamps. -Inspect connectors for security. -Inspect fuel, oil, and air tubes and hoses for security, evidence of chafing or leakage. Broken or missing clamps. -Inspect power available and load demand rotary inputs for security. Check at anti-ice bleed and start valve clips are in place.	0.10	A	B

FOD REMINDER

Check work area for tools and parts after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	-Inspect V-band clamps on HMU, particle separator blower, and bleed-air tubing for security. -Inspect exterior of engine for oil, fuel, and evidence of air leaks, missing or broken bolts and nuts. -Inspect oil filter impending bypass indication. (Button must not be popped.) -Inspect fuel filter impending bypass indication. (Button must not be popped.) -Inspect engine mounts for security. -Check that quick-release pins in HMU and anti-ice bleed and start valve linkage is engaged.			

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	-Inspect control cables for damage. -Inspect starter for oil level, leakage. Oil level must be between overflow and machined step in fill port. -Inspect particle separator blower exhaust duct, and P3 line to HMU for cracks. -Inspect power turbine case for loose or broken third stage nozzle bolts and case cracks. **NOTE** Refer to TM 55-2840-248-23 if necessary for engine inspections.			

FOD REMINDER
Check work area for tools and parts
after finishing maintenance and inspection.

Seq. No.	Item and Procedure	MH	MOS 67T A	MOS 67T B
	NOTE The flexible hose coupling connecting the bleed air tube to the air inlet should be inspected and reinstalled if its condition is acceptable.			
6.20	**Inspect engine cowlings (work platforms), air inlet fairings, engine air inlets, engine exhaust modules for cracks and missing fasteners. Check engine air inlets and exhaust ejectors for foreign objects and foreign object damage. Inspect upper and aft main rotor pylon fairings for cracks and missing fasteners. Check engine cowling latches for positive latching and secure closure. Close and secure main rotor pylon sliding cover.**	0.01	A	B
6.21	**If installed, inspect IR suppressor module assembly, fairings, and shroud for cracks, erosion, and security of attachment screws. Check standoffs for loose or missing nuts. Visually inspect core for foreign objects and foreign object damage. Inspect air intake latch and hinge for proper operation and adjustment.**	0.02	A	B
	CAUTION **To prevent damage, do not pull down main rotor blade tips more than 6 inches.**			
6.22	**From the ground, inspect underside of main rotor blades for evidence of loose abrasion strips on leading edge, torn or damaged skin, and any other visible damage. Check tip caps for damage, loose or missing fasteners, and loose or missing caulking. Check tip cap drain hole on lower surface for blockage.**	0.01	A	B
	NOTE **Make sure all access panels, doors, cowlings, and covers are closed and secured.**			

FOD REMINDER
Check work area for tools and parts after finishing maintenance and inspection.

This manual is published for the use of all concerned.

By Order of the Secretary of the Army:

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